



## District Department of Transportation DDOT (KAO)

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### MISSION

The District Department of Transportation's (DDOT) mission is to enhance the quality of life for District residents and visitors by ensuring that people and goods move safely with minimal adverse impact on residents and the environment.

### SUMMARY OF SERVICES

DDOT executes its mission through the work of the following divisions: The Infrastructure Project Management Administration designs and builds roads and bridges, rails and other transportation projects; the Progressive Transportation Services Administration provides public transportation service through Metro and the Circulator bus system; the Transportation Operations Administration ensures a safe and user-friendly transportation environment; the Planning, Policy and Sustainability Administration develops strategic goals for the agency; the Public Space Regulation Administration regulates the safe and efficient use of the public space for various public and private uses; the Urban Forestry Administration maintains the District's street trees, providing our community with traffic calming, improved air quality, increased ground water retention that minimizes runoff and flooding, temperature moderation, and aesthetics.

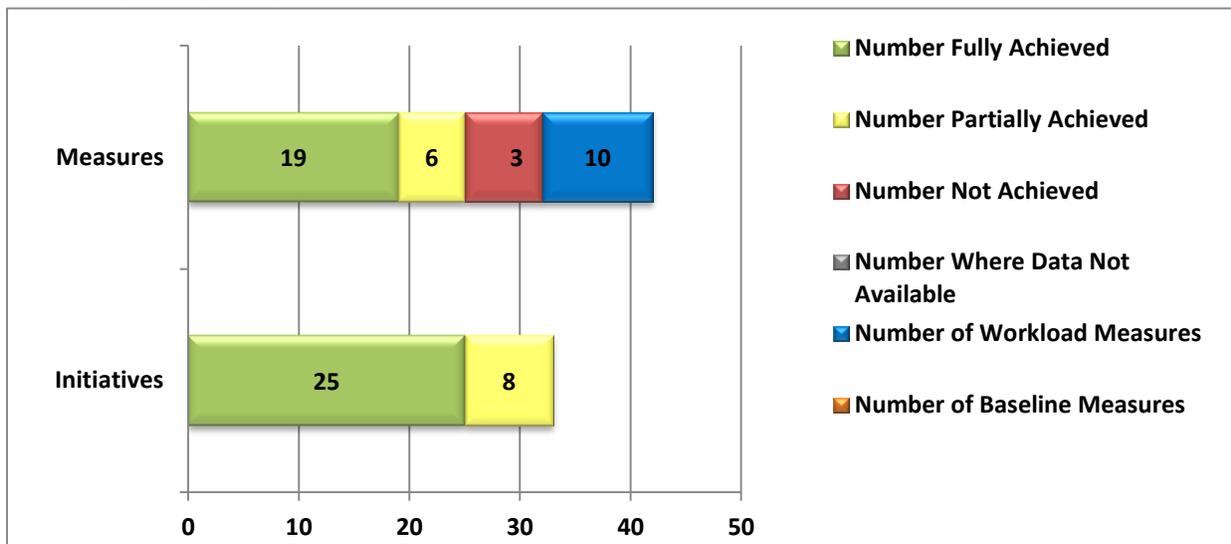
### ACCOMPLISHMENTS

- ✓ Substantial completion of MoveDC Multi -Modal Transportation Study.
- ✓ Significant progress in starting Streetcar revenue service on H/Benning corridor in 2014.
- ✓ Increased the tree canopy by planting approximately planting 7,445 trees.

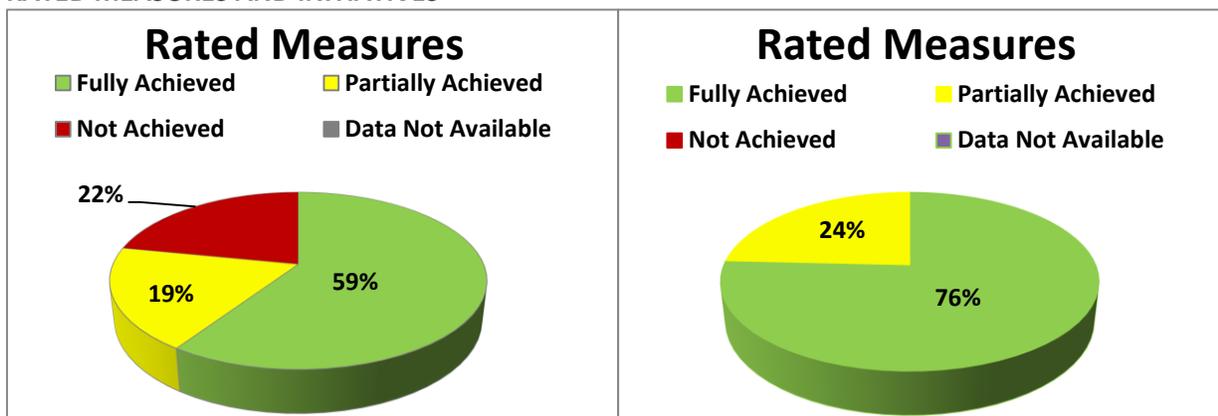


## OVERALL AGENCY PERFORMANCE

### TOTAL MEASURES AND INITIATIVES



### RATED MEASURES AND INITIATIVES



**Note:** Workload and Baseline Measurements are not included

Default KPI Rating:	
$\geq 100\%$	Fully Achieved
75 - 99.99%	Partially Achieved
$< 75\%$	Not Achieved



## Performance Initiatives – Assessment Details

### Performance Assessment Key:

- Fully achieved    ● Partially achieved    ● Not achieved    ● Data not reported

### Infrastructure Project Management Administration

#### **OBJECTIVE 1: Preservation of existing transportation infrastructure assets to maintain and improve condition rating in a cost effective manner.**

##### **INITIATIVE 1.1: Preservation of District Roadways.**

- **This initiative was fully achieved.** In FY14 DDOT continued to use a variety of pavement management techniques including street paving, slurry seal and crack sealing to preserve overall pavement condition in the District. DDOT completed 214 paving locations and used preservation techniques such as slurry seal and crack sealing at 126 locations. This is an on-going initiative and will continue in FY15.

##### **INITIATIVE 1.2: Preservation of District Bridges.**

**This initiative was fully achieved.** In FY 14 DDOT completed bi-annual bridge inspections and maintenance activities at various locations. The following is a brief summary of maintenance work that occurred around the District:

- M St over South Capitol Street SE heat straightening of outer beam,
- Calvert Street over Rock Creek painting repair of interior beams and struts,
- Repair of stairs on Douglas Bridge,
- Deck joints and concrete repairs on New York Avenue over Anacostia River,
- 14th Street over Washington Channel deck joint repairs,
- Eastern Avenue over Kenilworth repairs to stone masonry wall,
- H Street at Union Station deck testing for soundness compression test,
- I-395 scupper cleaning and drain cleaning,
- E Street bridges over Potomac Parkway Preparation for bridge painting
- Completion of the Kalmia culvert replacement.

##### **INITIATIVE 1.3: Preservation of District Tunnels.**

- **This initiative was partially achieved.** In FY14 DDOT continued the Tunnel maintenance program. During the year significant upgrades of the Mall Tunnel ventilation system was accomplished and the design of the Mall Tunnel Emergency Communication System was completed. Build out of the Mall Tunnel control room is currently underway.



**OBJECTIVE 2: Incorporate into the infrastructure design sustainability, multimodal, historic preservation and low impact elements. (Sustainable DC Plan Waste Action 2.2; and Transportation Action 2.1).**

**INITIATIVE 2.1: Expand the South Capitol Street Bike Trail (Sustainable DC Plan Nature Action 3.2; and Transportation Action 2.1).**

- **This initiative was fully achieved.** In FY14 DDOT finalized the alignment of the trail and completed preliminary design plans. There are six easement and wall relocation areas on the Joint Base Anacostia-Bolling Air Force Base (JBAB) property have been identified as a result of the trail alignment. The project is now in its next stage which will include environmental review for the easement acquisition and completion of cost estimates for the trail system.

**INITIATIVE 2.2: Design and construct a Parkside pedestrian bridge.**

- **This initiative was partially achieved.** This project solicitation was canceled because the bids came in substantially higher than the engineering estimate. The bid analysis showed the cost drivers to be risks associated with unknowns of working with the major stakeholders at the project site without final easement and construction agreements. DDOT continues to work with major stakeholders to finalize these agreements. DDOT anticipates rebidding the projects in the Fall of 2014 once stakeholder agreements are finalized and all easements are obtained.

**INITIATIVE 2.3: Preserve the Francis Scott Key Bridge.**

- **This initiative was fully achieved.** In FY14 DDOT completed the final design of this project and the construction obligation is now in process. DDOT received determination of 'no adverse effect on historic properties' from the DC State Historic Preservation Office (SHPO) on July 3, 2014. The Right-Of-War (ROW) certification is complete and Utility and NPS coordination are being finalized. The project is scheduled for construction in November 2014.

**INITIATIVE 2.4: Minnesota Avenue Streetscape (Sustainable DC Plan Waste Action 2.2).**

- **This initiative was fully achieved.** DDOT/IPMA has completed design of PEPCO's primary power line under-grounding within the project limit. DDOT advertised the project on May 13, 2014 and bidding opened on June 6th, 2014. Award to the lowest apparent bidder is pending analysis of the bids received and engineer recommendations.

## Office of the Director

**OBJECTIVE 1: Implement and enhance sustainable, environmentally friendly practices and alternate transportation modes. (OCAP – Action Item 1.4.5, 3.7.1, 3.7.2 and Indicator).**

**INITIATIVE 1.1: Install green, energy-efficient streetlights [One City Action Plan 1.4.5; and Sustainable DC Plan Energy Action 1.3, Nature Action 2.2).**

- **This initiative was fully achieved.** In FY14 DDOT completed the conversion and installation of 679 LED street lights. The overall contract to convert a vast majority of the streetlights to LED has not yet been awarded.



**INITIATIVE 1.2: Expand Capital BikeShare stations. [One City Action Plan 3.7.1; and Sustainable DC Plan Transportation Action 2.2).**

● **This initiative was fully achieved.** In FY14 DDOT installed stations in high-demand locations at the MLK Library, the Georgetown Waterfront, and GW University bringing the total stations in DC to 197. DDOT also completed the purchase of 10 additional stations, and began detailed site selection and community outreach to install these in Q1 FY15.

**INITIATIVE 1.3: Increase the safety and number of bike lanes and other biking options [One City Action Plan 3.7.2; and Sustainable DC Plan Transportation Action 2.1, 2.3, 2.5).**

● This initiative was fully achieved. In FY14, DDOT installed 8.5 miles of bike lanes. This includes bike facilities on New Mexico Avenue NW and Adams Mill Road NW, contraflow bike lanes on G & I (Eye) Streets NE, a cycle track on M St NW, and bicycle lanes on 13th St NW, Piney Branch Rd NW, and New Hampshire Ave NW., F St NE, Galveston St SW, Harewood Rd NE, Malcolm X Ave SE, Martin Luther King Jr Ave SE, and Rock Creek Church Rd NW.

Additionally, DDOT implemented various measures to improve bicycling safety in the District including the installation of two (2) automated bicycle counters, rubber curb on L-Street bike lanes and two-stage bike turn queue boxes at 4 intersections (15th & L Streets, NW; 15th & M Streets, NW; 17th & M Streets, NW; and 19th & M Streets, NW)

**Planning, Policy and Sustainability Administration**

**OBJECTIVE 1: Comprehensive and integrated transportation policies and planning.**

**INITIATIVE 1.1: Complete and implement the moveDC Plan (Sustainable DC Plan Nature Action 3.1; and Transportation Actions 1.3, 1.4, 3.5).**

● This initiative was partially achieved. A draft of the moveDC document was released on May 30th, and DDOT solicited comments from residents and other stakeholders. Over 400 written comments were received during the public comment period which ended on July 31st. DDOT is working to finalize the plan and anticipates release of the final moveDC document in the first quarter of FY2015.

**INITIATIVE 1.2: Complete and advance planning for Maryland Avenue SW.**

● This initiative was fully achieved. DDOT completed the Maryland Avenue SW Transportation Study. As part of the study process, DDOT staff held a final round of stakeholder meetings and community pop-up meetings. The final report presents a comprehensive analysis of transportation impacts, cost estimates, and innovative financing strategies for three alternative Maryland Avenue configurations.

**INITIATIVE 1.3: Initiate the North-South Premium Transit Study (Sustainable DC Plan Transportation Action 1.1 & 1.3).**

● This initiative was fully achieved. DDOT held three rounds of public meetings for the north-south corridor study. At each meeting, staff presented feedback from previous sessions; an analysis of potential streetcar routes, and gave an overview of next steps. DDOT is in the final stages of completing the study. Final documentation and report writing is currently underway and the final report is expected in Q1 of FY2015.



**INITIATIVE 1.4: Implement low cost, high impact improvements.**

**OBJECTIVE 2: Research, Develop and Document Leading-edge Transportation Policies.**

**INITIATIVE 2.1: Support implementation of Performance Based Parking Zones. (Sustainable DC Plan Transportation Action 3.1).**

- This initiative was fully achieved. In FY 14 DDOT worked on the development of a mechanism that allows for efficient and effective measurement of curbside occupancy and immediate response in real time, or close to real time, data. This baseline data is needed for effective implementation of performance parking zones. DDOT is currently implementing a pilot program in the Golden Triangle area. This program is expected to be fully operational by the third quarter of 2015.

**INITIATIVE 2.2: Comprehensive Curbside Management Policy (Sustainable DC Plan Transportation Action 3.2).**

- This initiative was fully achieved. In FY14 DDOT completed data gathering and analysis, developed draft program options, and conducted a survey of District residents regarding their use of parking and their reactions to potential policy options. DDOT developed a final report in August 2014 and has posted the report on our website.

**INITIATIVE 2.3: Implement Commercial Loading Zone Management Program.**

- This initiative was partially achieved. In FY14 DDOT worked on several items to facilitate the implementation of the Commercial Loading Zone program. The regulations to support the program have been finalized and modifications to stops are complete. DDOT is currently finalizing Park Mobile updates. Next steps include the installation of new signage and outreach to stakeholders. The program will begin in the first quarter of FY2015, when all carriers will be required to pay for the use of the loading zones. There will be a two month phase-in period before enforcement begins.

**OBJECTIVE 3: Champion a sustainable transportation system that meets the travel needs of the public, efficiently and affordably, while protecting the environment and the cultural resources of the District.**

**INITIATIVE 3.1: Fill 10 segments of priority sidewalk.**

- This initiative was fully achieved. DDOT completed installation of 11 segments of missing sidewalks in FY14 and is working towards a comprehensive approach to filling in sidewalk gaps in the District. To that effect DDOT's Asset Management group has started conducting a district-wide inventory of sidewalk conditions and gaps, which is expected to be complete by February 2015. DDOT's Policy group is also working on a Sidewalk Construction Policy to inform the new sidewalk construction program. Finally DDOT has developed a scoring system to help in setting sidewalk priorities. In addition to constructability and pedestrian safety, points are allocated based on the proximity to schools, transit stops, parks, and recreational facilities.



## Public Space Regulation Administration

**OBJECTIVE 1: To increase and improve the timeliness, consistency, transparency and completeness of public space permits issued.**

**INITIATIVE 1.1: PSRA will develop and hold regular trainings for internal and external stakeholders on current and ongoing enhancements to functionality in TOPS, PSRA's online permitting system.**

**This initiative was fully achieved.** IPSRA and DDOT's Office of Information Technology and Innovation (OITI) substantially completed the development of training curricula and the scheduling and conducting of training for specific stakeholders. Training materials were developed regarding selected topics and included selected excerpts from laws, regulations, and adopted standards. The training material also included examples and assessment segments to ensure material was understood and retained. Training was conducted for external users, including other agencies and public entities, including training for expeditors, DCRA personnel, and other DDOT offices.

**INITIATIVE 1.2: PSRA will establish clearer protocols and processes for property developments that include the use and upgrade of public space.**

**This initiative was partially achieved.** PSRA's Development Ambassador has gathered data and experience of attendees of preliminary design review meetings (PDRM). This information and the current Design and Engineering Manual revisions are being compiled and will serve as the basis for the protocol to guide applicants. PSRA has developed protocols for clarifying when applications go before the Public Service Commission (PSC) and when they are reviewed at the staff level. PSRA vetted the protocols internally and distributed them for comment. Upon receipt of all comments it will convene a meeting with all stakeholders and develop a final protocol for PSC applications.

**INITIATIVE 1.3: PSRA will fully implement non-cash alternatives for securing restoration of public space.**

**This initiative was fully achieved.** Non-cash alternatives for securing public space have been finalized and implemented. Presentation and public announcement will occur in the third quarter of FY15 with additional notice to the building industry regarding enhanced Transportation Online Permitting System (TOPS) functionality. The public has been informed of the non-cash options for securing public space and are using it on a more consistent basis.

**OBJECTIVE 2: Increase the knowledge, skills, and ability of staff in the performance of duties**

**INITIATIVE 2.1: PSRA will develop training for all staff on the complex, multi-layered, and evolving standards for the use of public space and train staff on technical implementation**

**This initiative was partially achieved.** PSRA held training for their staff on a variety of elements in public space, including projections and driveways. Training materials were developed regarding selected topics and included selected excerpts from laws, regulations, and adopted standards. The training material also included examples and assessment segments to ensure material was understood and retained. This is an ongoing initiative and will continue in FY15.



**INITIATIVE 2.2: PSRA will develop training for front line managers in effective supervisory practices.**

**This initiative was partially achieved.** PSRA Executive Leadership put together an outline for supervisory practices. Trainings have are on hold and contingent upon completion of changes in positions and responsibilities of the management team at PSRA. A final open position is expected to be filled in the first quarter of FY15. Once open positions are complete trainings will resume.



### **Progressive Transportation Sustainability Administration**

**OBJECTIVE 1: Increase and promote mass transportation modes to meet the mobility and economic development needs of the District. (One City Action Plan 3.7.3)**

**INITIATIVE 1.1: Construct and Launch streetcar service on H Street/Benning corridor. (One City Action Plan 3.7.3; and Sustainable DC Plan Transportation Action 1.1).**

**This initiative was fully achieved.** In FY14 DDOT completed the required testing and commissioning of all six Streetcar vehicles. In addition to EMS training, DDOT trained and certified Streetcar operators in preparation of revenue service on the H Street/Benning corridor.



Finally, all construction work on the H Street/Benning line, including Car Barn Training Center Phase I (CBTC 1) is complete. CBTC 1 is operational and the DC Streetcar System Integration Test (SIT) was also completed successfully.

**INITIATIVE 1.2: Implement the Metrobus free student transportation program.**

**This initiative was fully achieved.** The Kids Ride Free on the Bus Program for the 2014-2015 scholastic year started on August 16th. Students can use their DC One Card to participate in the program during designated hours. WMATA is working to resolve a bus farebox software issue which will allow students to "tap" their DC One Card to activate and use the electronic Kids Ride Free on the Bus Pass product.



**INITIATIVE 1.3: Prepare Circulator expansion plan for new routes and route extensions beginning in FY15 (Sustainable DC Plan Nature Actions 3.4; and Transportation Action 1.2).**

**This initiative was partially achieved.** The 13 buses for the National Mall route went onto the New Flyer production line in October 2014. The 5 buses required to inaugurate the Council-directed Circulator route extensions were approved for purchase by the WMATA Board of Directors Finance and Administration Committee in early October. DDOT has not yet received a production schedule but we anticipate Spring of 2015. DDOT and the NPS continue work on the National Mall Route Memorandum of Agreement.



### **Transportation Operations Administration**

**OBJECTIVE 1: Ensure that the District's current transportation assets (traffic signals, parking meters, streetlights) are in good condition and utilized at their optimal capacity.**

**INITIATIVE 1.1: Increase the number of networked parking meters and payment options. (Sustainable DC Plan Transportation Action 3.1).**

**This initiative was fully achieved.** In August 2014, DDOT issued a contract modification for the purchase of new meter assets. This begins the effort to refresh meter assets throughout the District. The conversion will bring 6,000+ District meters in to a networked system that allows for proactive maintenance and revenue monitoring for eventual rate adjustment policies in





Performance Parking Zones. Initial batch installation in priority areas including the Central Business District and Performance Parking Zones began in September 2014 and is expected to be complete by December 2014. With the deployment, DDOT launched the Chinatown Dynamic Pricing Study in September 2014. This study will provide the framework for implementing meter rate adjustments based on demand and an asset-lite approach to on-street occupancy detection. Also in the fourth quarter of FY15, production of the MERGE Meter Assets Management system was delivered, showing activity data on all existing networked meters.

**INITIATIVE 1.2: Optimize traffic signals. (Sustainable DC Plan Transportation Action 2.5).**

This initiative was fully achieved. In FY14 DDOT completed the optimization of 332 traffic signals. Areas that were optimized include the 16th St corridor, NW between Montgomery County line and Scott Circle, SE/SW network, Wisconsin Avenue and GA Avenue. Traffic signal optimization efforts improve travel times by minimizing delays for all modes of transportation. Specific emphasis was placed on multi-modal optimization including reviewing bus stop placement near signalized intersections and updating pedestrian crossing times at signalized intersections to provide adequate crossing time.

**OBJECTIVE 2: Enhance operational efficiency, safety and customer service.**

**INITIATIVE 2.1: Enhance Reliability of traffic signals by installing UPS Battery back-up at the most critical signalized intersections.**

This initiative was fully achieved. In FY14 DDOT completed the installation of 80 battery based uninterruptible power supplies (UPS). An additional 30 units are currently being installed and is scheduled to be completed by December 2014. The UPS allows the traffic signals to operate for six to eight hours on battery power in the event of a power outage. This ability allows DDOT to minimize the risks and traffic delays associated with the malfunction and outage of traffic signals during planned and un-planned power outages.

**INITIATIVE 2.2: Improve visibility of traffic signs and pavement markings to decrease number of crashes.**

This initiative was fully achieved. In FY14 DDOT has installed roughly 190 miles of new thermoplastic marking throughout the City. Thermoplastic pavement marking enhances visibility to promote safe pedestrian, bicycle and traffic movement delineation and also improves night-time visibility due to the reflective property of the Thermoplastic material. The pavement markings were complemented with reflecting traffic signage to improve safety and visibility.

**Urban Forestry Administration**

**OBJECTIVE 1: Increase the number and improve the health of street trees in order to provide District neighborhoods with a healthy urban tree canopy (Sustainable DC Plan Nature Action 2.1)**

**INITIATIVE 1.1: Track the street tree mortality.**

This initiative was fully achieved. This is an ongoing effort to track the total death rate or mortality rate for the street tree population. The tracking takes into account all street trees that have died no matter the cause. In FY14 DDOT monitored the mortality rate of street trees and recorded 3,002 street tree deaths. Considering the street tree canopy as a measure of exposure, the FY14 street tree mortality rate was 2.03%



**INITIATIVE 1.2: Increase tree species planted in public space (Sustainable DC Plan Nature Action 2.1,2.5; and Waste Action 2.2).**

● **This initiative was fully achieved.** In FY14 DDOT planted 7,445 trees which included 135 different species and cultivars. Last year, the city planted nearly 50 different species and cultivars, with even greater diversity planned for FY13. Through a process of rigorous tree inventory analysis, UFA identified species that occur in an overabundance and in a monoculture fashion.

Trees have a great ability to slow down storm water runoff. This is a focus on a different area of the city than in previous years. Tree planting will increase citywide which will help reduce the storm water levels and heat island issues that are found throughout the District.

**INITIATIVE 1.3: Increase citizen stewardship of public space trees through the Canopy Keepers or other Outreach Activities program**

● **This initiative was fully achieved.** In FY14 DDOT installed approximately 7,500 watering devices and utilized about 1.2 million gallons of water to feed and maintain street trees. This initiative is a continuation of UFA outreach staff efforts to increase citizen involvement in urban tree stewardship. UFA will continue to supply slow release watering devices at a cost of between \$15 - \$22 per device and provide brochures and lectures/workshops on the care and maintenance of trees.

**INITIATIVE 1.4: Maintain bee hives on public spaces throughout the District through the use of swarm capturing techniques as available (Sustainable DC Plan Food Action 1.4).**

● **This initiative was fully achieved.** In FY14 DDOT successfully maintained the 7 bee hives throughout the District and generated about 5 gallons of honey. The hives also help the pollination of trees and plants citywide and help to meet the goals of Sustainable DC.



## Key Performance Indicators – Details

### Performance Assessment Key:

● Fully achieved 
 ● Partially achieved 
 ● Not achieved 
 ● Data not reported 
 ● Workload 
 ● Baseline

	KPI	Measure Name	FY 2013 YE Actual	FY 2014 YE Target	FY 2014 YE Revised Target	FY 2014 YE Actual	FY 2014 YE Rating	Budget Program
<b>Infrastructure Project Management Administration</b>								
	1.1	Percentage of blocks in paving plan completed	68%	100%		87.70%	87.70%	INFRASTRUCTURE PROJECT MANAGEMENT ADMIN
	1.2	Percentage of streets in “Fair to Excellent” condition	78%	78%		80.75%	103.53%	INFRASTRUCTURE PROJECT MANAGEMENT ADMIN
	1.3	Number of Structurally Deficient Bridges	19	14		11	127.27%	INFRASTRUCTURE PROJECT MANAGEMENT ADMIN
	1.4	Percent of sidewalks in plan completed	95%	100%		127.27%	133.97%	INFRASTRUCTURE PROJECT MANAGEMENT ADMIN
	1.5	Percentage of current year projects completed within 10% of budget (except for those with scope change)	91%	95%		100%	105.26%	INFRASTRUCTURE PROJECT MANAGEMENT ADMIN
	1.6	Percentage of current year projects completed within 60 days of planned end date (except for those with scope change)	91%	95%		100%	105.26%	INFRASTRUCTURE PROJECT MANAGEMENT ADMIN



	KPI	Measure Name	FY 2013 YE Actual	FY 2014 YE Target	FY 2014 YE Revised Target	FY 2014 YE Actual	FY 2014 YE Rating	Budget Program
<b>Planning, Policy and Sustainability Administration</b>								
●	3.1	Percentage of zoning case transportation impact reports submitted a minimum of 10 days before hearing	82%	100%		74.29%	74.29%	PLANNING, POLICY AND SUSTAINABILITY
●	3.2	Vehicle Miles Traveled per capita	5,646	5,650		5,457	103.54%	PLANNING, POLICY AND SUSTAINABILITY
●	3.3	New sidewalk segments constructed	NA	10		11	110%	PLANNING, POLICY AND SUSTAINABILITY
<b>Progressive Transportation Services Administration</b>								
●	1.1	Farebox recovery (% of cost covered by fare revenues)	16.50%	20%		18.05%	90.27%	PROGRESSIVE TRANSPORTATION SERVICES
●	1.2	Total Circulator Riders	4,139,358	5,800,000		5,152,454	88.84%	PROGRESSIVE TRANSPORTATION SERVICES
●	1.3	Subsidy per Circulator rider	\$2.45	\$2.50		\$2.82	88.65%	PROGRESSIVE TRANSPORTATION SERVICES
<b>Transportation Operations Administration</b>								
●	1.1	Average Percentage of parking meters working daily	99.30%	97%		99.38%	102.46%	TRANSPORTATION OPERATIONS
●	1.2	Percentage of Street lights fixed within schedule of service (based on type of repair)	89.30%	90%		93.48%	103.86%	TRANSPORTATION OPERATIONS
●	1.3	Percentage of potholes filled within 48 hours	99%	96%		51.14%	53.27%	TRANSPORTATION OPERATIONS



	KPI	Measure Name	FY 2013 YE Actual	FY 2014 YE Target	FY 2014 YE Revised Target	FY 2014 YE Actual	FY 2014 YE Rating	Budget Program
●	1.4	Number of signs installed/replaced (includes permanent and emergency no parking signs)	24,286	33,000		37,908	114.87%	TRANSPORTATION OPERATIONS
●	1.5	Miles of pavement markings refreshed	105	200		193	96.50%	TRANSPORTATION OPERATIONS
●	1.6	Proportion of work orders generated proactively by DDOT initiative (DDOT work orders divided by all work orders, including those initiated by residents)	69%	65%		24.94%	38.37%	TRANSPORTATION OPERATIONS
●	1.7	Number of Citations per Traffic Control Officer (TCO)	3,804	3,200		2,002	62.56%	TRANSPORTATION OPERATIONS
●	1.8	Fatality Rate per 100 million vehicle miles traveled (VMT)	0.75	0.65		1.18	55.08%	TRANSPORTATION OPERATIONS
<b>Office of the Director</b>								
●	1.1	1Number of street/alley lights converted to Light-Emitting-Diode (LED)[1]	292	8,000		679	8.49%	AGENCY MANAGEMENT

1[1] The LED conversion contract is currently under protest and consequently was not awarded.



	KPI	Measure Name	FY 2013 YE Actual	FY 2014 YE Target	FY 2014 YE Revised Target	FY 2014 YE Actual	FY 2014 YE Rating	Budget Program
●	1.2	Number of Capital Bikeshare stations in DC	170	212		197	92.92%	AGENCY MANAGEMENT
●	2.1	Number of Street Tree Spaces or Boxes under DDOT Jurisdiction	150,841	Not Applicable		147,441	Not Rated Workload Measure	AGENCY MANAGEMENT
●	2.2	Number of Public Space Permits issued	24,482	Not Applicable		37,385	Not Rated Workload Measure	AGENCY MANAGEMENT
●	2.3	Total violations written by Traffic Control Officers (TCO's) Annually	323,498	Not Applicable		278,475	Not Rated Workload Measure	AGENCY MANAGEMENT
●	2.4	Number of Crashes	19,453	Not Applicable		21,058	Not Rated Workload Measure	AGENCY MANAGEMENT
●	2.5	Number of fatalities	32	Not Applicable		42	Not Rated Workload Measure	AGENCY MANAGEMENT
●	2.6	Number of motorcycle fatalities	4	Not Applicable		3	Not Rated Workload Measure	AGENCY MANAGEMENT
●	2.7	Number of bicycle fatalities	1	Not Applicable		1	Not Rated Workload Measure	AGENCY MANAGEMENT
●	2.8	Total Number of Service Requests	158,564	Not Applicable		140,050	Not Rated Workload Measure	AGENCY MANAGEMENT
●	2.9	Number of Incidents Responded by TMC & ROP	4,973	Not Applicable		6,268	Not Rated Workload Measure	AGENCY MANAGEMENT
●	2.1	Number of students in School Transit Subsidy Program	18,798	Not Applicable		65,063	Not Rated Workload Measure	AGENCY MANAGEMENT
<b>Public Space Regulation Administration</b>								
●	1.1	Percent of public space permits processed on time	92.30%	93.00%		93.88%	100.95%	Public Space Operations project



	KPI	Measure Name	FY 2013 YE Actual	FY 2014 YE Target	FY 2014 YE Revised Target	FY 2014 YE Actual	FY 2014 YE Rating	Budget Program
●	1.2	Online Public Space Permits issued	8,265	11,000		15,034	136.67%	Public Space Operations project
●	1.3	Weekly field inspections and field services performed	1,350	1,350		4,811	356.37%	Public Space Operations project
●	1.4	Average days for a technical review approval (construction permit and occupancy permit)	6	8		4.25	188.24%	Public Space Operations project
●	1.5	Average inspections review days (occupancy and construction permits)	3	6		5.75	104.35%	Public Space Operations project
<b>Urban Forestry Administration</b>								
●	1.1	Percentage of Street Tree Population inspected	27%	29%		30.15%	103.95%	URBAN FORESTRY ADMINISTRATION
●	1.2	Percentage of newly planted trees cared for under the Stewardship program (Per Annum)	30.80%	35.00%		11.48%	32.80%	URBAN FORESTRY ADMINISTRATION
●	1.3	Number of trees planted Citywide (Sustainable D.C. goal)	7,000	10,600		34,400	324.53%	URBAN FORESTRY ADMINISTRATION
●	1.4	Percentage of Street Trees in a Healthy Condition	87.90%	70.00%		97.95%	139.93%	URBAN FORESTRY ADMINISTRATION
●	1.5	Street Tree Mortality Rate	5.20%	10.00%		0.51%	1965.83%	URBAN FORESTRY ADMINISTRATION